

WILL BE BANNER YEAR

Largest Number of Visitors to Famous Yellowstone.

RECORD TO JULY 31, 1909

Public Informed of Park's Comforts and Attractions.

MEANS OF TRANSPORTATION

Convenience Afforded by Railways and Private Enterprise—Popular Form of Outdoor Life.

BY WILLIAM E. CURTIS.

Special Correspondent of The Star and the Chicago Herald.

MAMMOTH HOT SPRINGS, Wyo., August 12, 1909.

This will probably be the banner year for visitors in the Yellowstone Park. Up to July 31 there had been 14,721 visitors on record. In 1908, the year of the Portland exposition, 25,000 people visited the park during the season from June 5 to September 25, and if the present inflow continues the total for this year should be nearly 30,000, or 4,000 more than the highest record, and nearly twice as many as the average.

The following statement shows the number of visitors annually for the last five years:

1905	26,198
1906	15,712
1907	16,414
1908	25,000
1909	14,721

The largest day this season was the last Sunday in July, when 1,204 persons slept at the hotel. The number of people telling how many people slept in camps, but they probably numbered as many more.

Up to the 31st of July the Yellowstone Transportation Company, whose stages run in connection with the trains on the Northern Pacific railroad, had carried 1,204 passengers. The number they carried during the entire season of 1908, and more than half as many as were carried by the company in 1905. That was their banner year, when the total of passengers transported was 10,881.

More people are stopping over the regular time in the park this year than ever before.

People Becoming Informed.

The public is gradually learning of the attractions and the comforts of this greatest museum of natural history in the universe. A few pioneers have discovered that the hotels are just as good as the natural scenery. The latter is greater than they can find in the White mountains, the Adirondacks or any other mountain resort. The regular tour of the park in five or six days, with a glimpse of all the principal wonders, but at least two weeks in the mountains, is becoming popular, and a third week might be profitably employed in sightseeing without reference to fishing excursions and other pleasures which the park affords. The people comprehend these facts larger numbers will appreciate the value of this national playground.

Before many years, when the plans for new hotels are carried out, I expect to see thousands of people coming in here to spend the summer. These same thousands would be here now if they knew what was waiting for them.

In looking at the registers I have been struck by the small number of visitors from the eastern states, and particularly from the larger cities of the country. I have never seen a party from New York, Philadelphia or Chicago. Most of the visitors are from the middle west, very few from the other side of the Allegheny mountains, and very few from the south. But I suppose the people there go to the seashore and to Europe and know more about the world than we do.

They might find here.

Labor Under Delusion.

Another reason that keeps them away, perhaps, is a mistaken impression that they would have to "rough it" if they came to the Yellowstone Park. This delusion was illustrated in an amusing manner by a gentleman who organized an excursion from Brooklyn. He engaged accommodations for a party of twenty-three persons by correspondence with the manager of the Yellowstone Transportation Company as early as last January, and wrote three or four times for assurances that the hotels in the park were capable of accommodating so many people.

He was not satisfied with the answers to his letters and wrote Maj. Benson, the military commandant at Fort Yellowstone. Benson replied that the company was in the habit of handling very much larger parties, and that the transportation arrangements and the hotel accommodations were all in the best of shape, as good as could be found anywhere in the world.

But even military authority could not convince the Brooklyn gentleman, and he has asked a friend in Washington to make inquiries at the Interior Department and of the senators from Montana.

And then he felt a little uneasy in venturing out into this wilderness with his party of twenty-three persons. He was met by a guide and he found 450 guests at the first hotel. He noticed that his party made a very slight impression and that the park as well as its accommodations are very large in comparison.

But people are learning gradually about the character of the accommodations, and when they see how the great crowds are handled and how they are passed along the route without the slightest confusion, from hotels to camps, they cannot but admire the genius which has developed the methods and the courage and confidence of the men who have provided the accommodations.

Ways of Reaching the Park.

There are several ways of getting into the park. The original way is via the Northern Pacific railway to Livingston, where a branch line runs down to Gardiner, a little town on the very edge of the park. It is not an attractive place, but you will find there a grand gateway, an arch of stone with a sign that reads "Benefit and Enjoyment of the People," which was composed by Theodore Roosevelt. The gateway was dedicated by him several years ago.

Gardiner has the prettiest rustic railway station you ever saw. It was designed and built by Robert C. Riemer, architect of the Yellowstone National Park Transportation Company, entirely of natural woods. The building is 30 by 40 feet in size, entirely of logs, and the platform is 500 feet long, with a train shed 350 feet long and 12 feet high, supported by knotty pine trunks, each of them two feet in diameter. The interior of the building is of unfinished lumber in harmony with the log walls. The tables and other buildings of the stage company are of the same type and as you can imagine.

Transportation Facilities.

To give you an idea of the transportation facilities in the park, the Yellowstone Transportation Company has between 100 and 1,000 horses employed in hauling its 401 stages, surries, baggage and freight wagons and other vehicles, not forgetting an ambulance that is always ready for the sick or disabled.

The company can accommodate 2,231 passengers with six six-horse coaches, 125 four-horse coaches and various other vehicles carrying from three to eleven passengers each. The stages start every morning from the Mammoth Hot Springs hotel, which is five miles from the railway station at Gardiner, and make a tour of the park in five and a half days, stopping overnight at five different hotels and lunching at two different eating stations en route. These coaches have been making this tour daily for nearly twenty years, so that one naturally expects

that the managers have reduced things to a system.

Another way to enter the park is by the Union Pacific railway and Oregon Short Line via Salt Lake City to a little station at the western gateway called Yellowstone. There the train meets the stages of the "M-Y," which means the Montana and Yellowstone Transportation Company. The Oregon Short Line trains were extended to the park in 1907 and during the last two seasons that company has been running up long trains of Pullman cars which land one set of passengers at the gateway every morning and take another set away every evening. During the last few weeks the cars have been crowded with the ticket agents at Salt Lake City have been compelled to suspend business on several occasions, because the facilities have been so good that there is no limit to the number of passengers that can now be handled.

Successful in Two Lines.

The M-Y stages are managed by Mr. F. Jay Haynes of St. Paul, who is better known as a photographer than a transportation man, although he has been equally successful in both lines of business. Mr. Haynes came into the park to make a photograph of the geysers, was discovered, and has been the official government photographer for many years. Nobody knows the park as well as he. He has been in the park as long as its summer garb. He spent two winters going about on snowshoes, and he has seen every object of interest in its winter as well as its summer garb. He spent two winters going about on snowshoes, and he has seen every object of interest in its winter as well as its summer garb. He spent two winters going about on snowshoes, and he has seen every object of interest in its winter as well as its summer garb.

When the Oregon Short Line built its track northward from Salt Lake City to Butte in 1888 its officials arranged with Mr. Haynes to start a stage line from the gateway to the north, sixty miles west of the western entrance of the park. The town received its Spanish-sounding name because it stands on the border half in Montana and half in Idaho. The names of the two states were abbreviated and united in one—Montana.

Mr. Haynes started with twelve coaches and, by relays of horses every fifteen miles, was able to make three six-day journeys a week. As the business increased he added to his equipment, until he now has 103 stages and other passenger vehicles and carries 254 passengers. Last year he carried 8,715. This year he had already carried 2,831 up to the last of August, and will have carried 5,000 and 6,000 before the end of the season. He has hauled as many as 218 passengers in a day.

The Cody Route.

The third way of entering the park is from the town of Cody, Wyo., on the Burlington railway, a distance of ninety-four miles. The Yellowstone lake, which connects it with the regular stage lines. Very few people come that way, however, because the northern and western entrances are so much more convenient; but for campers it has many advantages. The route is a good one, and has been down through the forest reserve can get into the park more easily by that route.

There is a southern entrance from Jackson's hole through the Yellowstone forest reserve, which offers some of the most superb scenery in the world. That route is used by camping parties, which are becoming more and more numerous every year. Several gentlemen make a business of organizing them in the east and conducting them to a central rendezvous for an excursion of five or six weeks, furnishing horses, camp equipment and every necessary for a stated price.

I wrote you about a party of boys that were coming to the park. They were from Mr. F. L. Moore, a Michigan University man. Mrs. Moore takes out parties of young women and girls in a similar manner. The party of boys, however, are Culver Military Academy, Indiana. In the park this season, and several unnamed herds of students are going about in the park, and the people comprehend these facts larger numbers will appreciate the value of this national playground.

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The Cody Route.

METHODS OF PROLONGING LIFE

Plans Hitherto Proposed for Improving and Extending Human Existence.

No. 3—"THE ELIXIR OF LIFE."

The discovery of a food, medicine or substance of some sort which should tend to enhance and perpetuate life appears to have been an object of search not only among certain of the ancients and the alchemists of the middle ages, but still to be pursued by various classes of investigators.

The ancients sought such a substance in their "first matter," called later by the Arabians the alkahest; the alchemists thought they had found it in certain preparations of mercury, sulphur, antimony, etc.; as shown in the previous article, Bishop Berkeley very probably thought he had located it in tar water; Dr. Beeverdick wrote a treatise to prove that our common beverage, tea, is the very thing sought, which was published and circulated by the East India Company, and several scientific papers have given their assent to the theory that such a substance probably exists.

It has been an unsolved puzzle to many why the terms "philosopher's stone" and "elixir of life" should always be quoted together. This is due to the fact that the alchemists really used both terms with reference to the same substance, or substances, which could produce precious metals from the baser sort or cure disease and prolong life—or, perform both functions.

The celebrated Dutch physician Boerhaave, speaking of the "elixir of life" in his chemistry as "one of the chief things which the alchemists promised," defines their aim and purpose "to discover an artificial body of such virtue and efficacy as that being applied to any body of any of the three perfect things of its kind. Thus, for instance, if applied to the human body, it will become a universal medicine, and make such a change, both in the solid and fluid parts thereof as shall render it perfectly sound, and even maintain it in that state."

Faith in Paracelsus.

Boerhaave seems to put considerable faith in a formula of Paracelsus. He says: "Paracelsus declared that an elixir made of aloes, saffron and myrrh would prove a vivifying and preserving balsam, able to continue health and long life to the utmost limits; and hence he calls it by the lofty title 'the elixir of propriety' to man, but concealed the preparation, in which Helmont asserts the alkahest is required."

It is commonly supposed that the search for the elixir vitae nearly, if not fully, ceased with the overthrow of alchemy; whereas as a matter of fact, with the establishment of chemistry there were more searchers for the philosopher's stone and the elixir of life than ever before.

Sir Isaac Newton put considerable faith in the doctrines of alchemy and spent long periods in the laboratory searching for the elixir of life. Leibnitz in his younger days was secretary to a society of alchemists at Nuremberg, and was so much influenced upon him by fanatical investigators endeavoring to extort his secret, and the French chemist Dumas thought that a solution for making gold from base metals was to be found in the doctrine of isomerism. In England Dr. Price, who was believed to have solved the problem, committed suicide rather than stand cross-examination; studies in the direction of the "elixir" were refused to declare that the alchemists were wrong in their aim.

Now, though the problem has shifted, it has neither been solved nor discarded as unworthy of pursuit. That there is a fundamental symbol to human effort, the elixir of life, is a fact which is quite generally believed. The facts of alchemy, where the same element is found in several unlike forms, as carbon in the diamond, graphite and common coal, and of isomerism, where different substances are found to have the same chemical composition, point to such a conclusion.

The more recent discoveries of Roentgen, Mendeleef, Becquerel, Pierre Curie and his wife, and the discovery of radium, in 1901, Prof. Rutherford discovered from Mendeleef's formula an intermediate element between uranium and radium, and the same year Prof. Ramsay announced that he had actually succeeded in changing copper into lithium and sodium.

Believes Alchemists Were Right.

Says Prof. Robert K. Duncan: "We believe that the alchemists were right, that matter is not only transmutable, but transmuting, and this without the aid of any philosopher's stone, diabolic influences, or even the modern appliances of a scientific laboratory. Nay, in spite of them; for apparently no human effort can aid or hinder this process. It seems to be the very symbol of inevitability." That such a substance could be utilized to the improvement of the human body and mind, as the alchemists thought, does not necessarily follow. That it would have an important bearing upon the subject no one can doubt; and, besides, there is another class of investigators along the line of alchemy, who are not content with the alchemists' method of training, but are seeking for a unified substance, is practical and suggestive; so there is real ground for supposing that out of some system of diet—where there is an adaptation of the food to the needs and the body, and where the same chemical composition, there will sooner or later be devised means for such improvement.

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OBJECTS TO FORM OF ECONOMY PRELIMINARY WORK COMPLETED

VALUE OF DAILY CONSULAR AND TRADE REPORTS.

National Provisioner Criticizes Discontinuance of Government Publication.

From the National Provisioner (New York).

Readers of the daily consular and trade reports of the bureau of manufactures, Department of Commerce, and the labor reports of the bureau of labor, which have been received by the National Provisioner from those in the various industries it represents, particularly the cotton seed oil trade, as to what was the meaning of the sudden "petting out" of this daily government publication.

The cotton seed oil trade has suffered losses in its export trade through recent enlarged competition of cheaper and inferior oils and fats. This has been particularly true of the lately developed territory of the soybean. Oil of the soybean has met with favor abroad, in territory where cotton seed oil formerly held the market, and as it is cheaper and has acquired a reputation for purity and healthfulness, it has given our cotton oil trade a severe jolt. At the urgent solicitation of the cotton seed oil industry in this country the government took an investigation of this question, and it is understood that a number of valuable reports have been prepared.

The trade has anxiously awaited publication of this information, but thus far it has not appeared. Whether its failure to appear is due to the policy of economy which has emasculated the Daily Consular and Trade Reports is not known.

The cotton oil trade would like to see the authorities make public this information at the earliest practicable time. What is the object of putting the reports of these men in to molder in the departmental archives at Washington, or are to be held for publication at some future date, when the cotton oil trade is likely to be in a better position to call in the investigators when they would do us some good.

Baltimorean Stricken on Honey-moon.

BALTIMORE, August 21.—William H. Carr of 121 North Pine street died last Wednesday evening of typhoid fever, which he is believed to have contracted on his honeymoon. June 9 he was married to Miss Louise Annreich, daughter of Mr. and Mrs. F. M. Annreich, by Rev. James A. Boyd, at St. Peter's Catholic Church. The bride couple went on a honeymoon to New York, New Jersey and Thousand Islands. While on the trip Mr. Carr was taken sick, and the trip had to be cut short. After his return home he was confined to his bed, and was twenty-three years old, and an electrician at the Mount Clear shops. Besides his wife, Mr. Carr is survived by his parents, Mr. and Mrs. Alexander Carr, and three brothers—Messrs. Alexander, Frank and Charles Carr.

PERIL CAUSES PAUC

Illinois River Steamer Totally Destroyed by Fire.

PASSENGERS ALL RESCUED

Burning Vessel Beached at Averyville, Suburb of Peoria.

SWIMMERS SAVE CHILDREN

Fire Discovered in Stateroom by Cabin Girl—Rapid Work of the Flames.

PEORIA, Ill., August 21.—The steamer Fred Swain, Capt. Verne Swain, of the Peoria and La Salle Packet Company, with twenty-five passengers and fifteen sailors aboard, burned to the last deck yesterday afternoon, after being beached at Averyville, a suburb of Peoria, and the occupants had escaped to the bank of the Illinois river, up which the steamer was bound when it caught fire.

No lives were lost, but Joseph Casirder, the engineer, was burned about the face and body, and Charles Reicheberger of Peoria suffered a broken arm. The loss is \$30,000. Several of the passengers lost their belongings.

The escape from the burning vessel of the passengers, most of whom were women and children, was exciting. At one time, when flames were discovered issuing from a stateroom on the second deck, panic reigned. Fears were partly calmed by the burning steamer drew nearer to the shore and scores of rowboats were sent hurriedly putting out to the rescue.

The gangplank was lowered to the water's edge when the steamer had been beached and one rowboat after another took off a load of passengers and sailors. After two boats had loaded and started down the river, the burning vessel caught fire and fell away from the steamer, letting fifteen persons, including several women and children, escape.

Thomas Powers of Peoria, and E. A. Caron of Worcester, Mass., who were on the plank when it fell, each saved the lives of several children. Caron, who was half swimming with the tots on their back and shoulders to old tree stumps to await the arrival of rescuers.

In Perilous Position.

The others who were thrown into the water by the collapse of the gangplank were taken to safety. Those who still aboard the steamer managed to get out a new gangway at a place farther from the flames which were rapidly creeping over the boat.

The fire was discovered in a stateroom by Miss Furbish, a cabin girl, who spread the alarm, but all efforts to subdue the flames proved fruitless, the fire spreading rapidly. Capt. Swain, realizing that the vessel was doomed, ordered the engine started to beach the boat and instructed his crew to deal out life preservers.

Engineer Casirder, after attending to the boilers to stop against an explosion, went to the pumps, remaining there until the flames licked his face. Severely burned and almost blind, he managed to escape the burning vessel, which had been left for him had caught fire. He got into the boat, however, and, beating his way through the flames, reached shore. He was taken to a hospital.

Passenger's Statement.

William Bittle, a hardware merchant of Peoria, who, with his young son, Harold, was aboard the steamer, gave the following account of the disaster.

"I, with my son, was sitting on the front end of the second deck when I heard a little girl remark to her mother: 'Mamma, look at the fire.' The woman turned up her chair and on sighting the flames, she and I rushed to the railing. A panic ensued, all making a rush to the lower deck. The gang plank was lowered after the bow was sent into the water, and all scrambled on it and all were plunged into the water when the tables were turned by the flames. I got out of the water, while thought surely we would both be lost, but I managed to cling to a small willow tree with the help of a rope which was hanging from the boat. I was the last to reach shore. He was taken to a hospital."

Captain Lost to Seek Safety.

D. M. Swain of Stillwater, Minn., owner of the burned steamer, was in the Avery Manufacturing Company plant at Averyville, a suburb of Peoria, near which the steamer caught fire and he aided in rescuing the passengers and crew. His son, Verne, captain of the vessel, was the last to leave for the shore.

Futile efforts were made by the Peoria and La Salle packet company to save the hull of the boat.

The steamer Fred Swain was built at Clinton, Wis., and was carrying a cargo of lumber. It was one of the finest packets plying on the Illinois river.

BIG TIME IN WAR CANOE.

Mrs. Frank H. Larned Gives Boys Annual Treat.

Forty-five poor, ragged boys between the ages of ten and seventeen years are having the time of their lives on the river this afternoon, thanks to the efforts of Mrs. Frank H. Larned, wife of the assistant commissioner general of immigration, and Capt. D. S. Edmonds and Fred Watts, of the Anacostan Boat Club.

Four years ago Mrs. Larned, who is an active charity worker, along with her own son, was endeavoring to find some way to give an outing to poor boys who were too old to enjoy the benefits of Camp Good Will, too big to get in on the free children's excursions given yearly on the river, and too poor and too shabby to appear in the benefits of other river outings. Fred Watts, a clerk in Mr. Larned's office, then as now a member of the Anacostan Boat Club, suggested a trip up the river in the Anacostan, a swim and a game of baseball. It did not take long to raise a fund for sandwiches and ginger ale for refreshments, and Capt. Edmonds' iron boat was engaged.

Under the chaperonage of Mr. and Mrs. Larned the party had a fifteen-mile ride on the river; the boys were treated to a swim and aquatic sports on the beach just below the old Dixie landing on the upper Potomac, and on their return, a baseball game, the lawn in front of the house. This program has been repeated each year, but each year finds the party larger than the year before.

This year it has grown to forty-five, exclusive of those in charge of the excursion. The boys were treated to a swim, and the great war canoe of the boat club and Capt. Edmonds' private launch left the boathouse on a spin down the river first, after which the boats turned their heads upstream to the scene of the annual festivities.

The boys gathered from various parts of the city through the instrumentality of the Associated Charities and Mrs. Larned and her friends do the rest.

Baltimore German Singers Elect.

BALTIMORE, August 21.—The new organization of German singers, the United Singing Societies of Baltimore County, was put on a firm basis when the four subordinate societies met last night and elected officers. Henry Gieseking, formerly president of the United Singers of Baltimore, was unanimously chosen president. The other officers are: First vice president, Wilhelm Ulrich; second vice president, Charles Kurtz; treasurer, John Sause; secretary, August Eloff. The music committee is as follows: Messrs. George Ebling, Harry Winkler, Charles Vogtman and George Wachter. It was decided that the new society shall meet every third Sunday of the month.

BRAVE GIRL DROWNS IN SURF

LOSES LIFE TRYING TO SAVE YOUNG LAWYER.

Couple Perish in View of Helpless Crowd on the Beach at Wildwood, N. J.

Special Dispatch to The Star.

WILDWOOD, N. J., August 21.—The people of this place began to realize this morning the full import of the tragedy in the surf at Wildwood Crest Beach yesterday afternoon. The victims were Miss Virginia Paul of Swarthmore, Pa., and W. Brooks Lessig, a lawyer of Philadelphia. It was the case of a woman giving up her life in an effort to save that of a man.

The pair entered the water late in the afternoon at a point well below the regular bathing beach. The life guards who usually patrol the beach were off duty. A heavy surf was running and Miss Paul and Lessig decided to swim beyond the breakers. They were both expert swimmers, and a big crowd on the beach watched them as they swam out further and further. Suddenly Lessig, who was a little distance behind Miss Paul, was seen to throw up his hands and sink. The girl hurried to his assistance and started to drag him to shore.

Persons on the beach, however, could see that although she was churning the water hard in her efforts, she was being gradually beaten back by the tide. A faint cry of help came to the beach from the struggling girl, but there was no boat at hand.

One girl started to swim out to the rescue, but the heavy surf beat her back. Finally some one telephoned to the United States life-saving crew at Holly Beach, but a few minutes after the message was sent Lessig was seen to sink and a moment afterward Miss Paul had disappeared.

A boat from the life-saving station in charge of Capt. Downs arrived a few minutes later. Two banders were sent an hour, but could find no trace of the bodies.

Miss Paul, who was twenty-one years old, was the stepdaughter of Clarence Jeffries of Philadelphia. Lessig was thirty-five years old and was the son of George B. Lessig, the banker and ironmaster of Folsom, Pa.

MATINEE AT GENTRY SHOWS.

Crowd Entertained With Varied Program This Afternoon.

Gentry Bros. shows arrived here this morning over the Pennsylvania railroad from Chester, Pa., and the tents were quickly erected on Pennsylvania avenue and 13th street southeast and by the time the youngsters were all up the dogs and ponies had eaten breakfast and were being harnessed up ready for the parade, which was given shortly after 10 o'clock.

The little cages and other wagons drawn by the ponies were resplendent in their colors of purple, blue and red. One of the cages, which was pulled by a camel, elephants and callopes. The matinee is in progress this afternoon, the first of a series of performances, as the Gentry Bros. shows cater especially to their comfort and amusement. Several troupes of performers have been added to the program. The herd of performing elephants, the specialties of the dogs and ponies and the antics of the comedians made up a program that contained many acts of merit.

A troupe of clowns furnished comical antics, though the program was interrupted by a fire in the monkey hotel, when the flames were extinguished by the animal firemen. The performance will be repeated this evening at 8 o'clock, at the conclusion of which the show will depart for Warren, Va.

Difference Pointed Out.

"The first assistant postmaster general is a salaried officer. The school board of the District of Columbia is not located by law, in the sense of locating it in the District of Columbia as a whole. It performs its ordinary functions in the District of Columbia, but is not located in the District in the sense that the